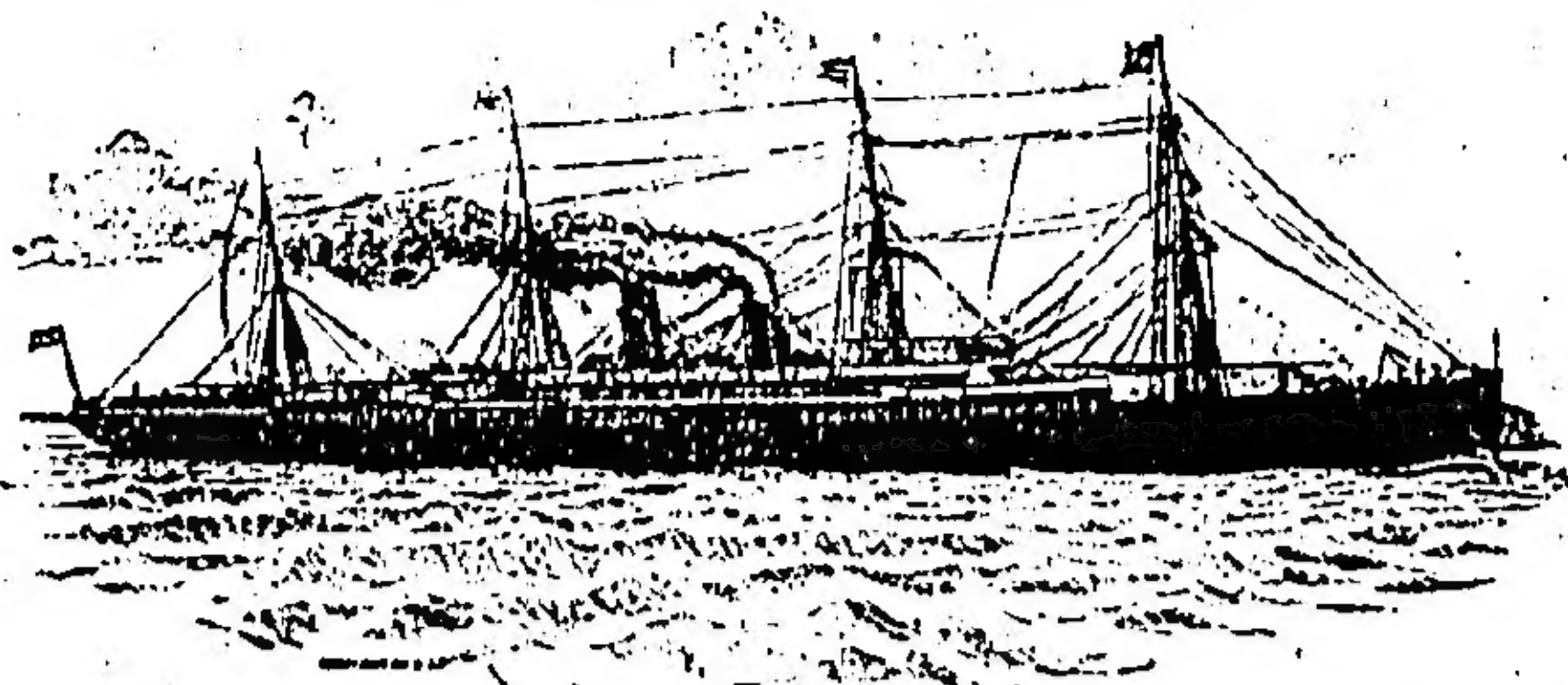


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.
"DORIC".....TUESDAY, 16th June, at Noon.
"NIPPON MARU".....WEDNESDAY, 24th June, at Noon.
"SIBERIA".....THURSDAY, 7th July, at Noon.
"COPTIC".....SATURDAY, 11th July, at Noon.
"AMERICA MARU".....TUESDAY, 21st July, at Noon.
"KOREA".....TUESDAY, 28th July, at Noon.
"DAELIU".....TUESDAY, 4th August, at Noon.
"HONGKONG MARU".....FRIDAY, 11th August, at Noon.
"CHINA".....SATURDAY, 22nd August, at Noon.

Record Trip Yokohama to San Francisco made by S.S. "KOREA," 12,000 tons, Oct. 18th-24th, 1902; 10 days, 15 hours.

H. O. & O. Connolly's Steamship "DORIC" will be despatched for SAN FRANCISCO, AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 16th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked in all cases in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100 Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 10th June, 1903.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

| R.M.S. | "EMPRESS OF INDIA" | 6,000 Tons | WEDNESDAY, 24th June. |
|--------------------|--------------------|-------------------------|-----------------------|
| "EMPRESS OF JAPAN" | 6,000 | WEDNESDAY, 15th July. | |
| "TARTAR" | 4,425 | WEDNESDAY, 22nd July. | |
| "EMPRESS OF CHINA" | 6,000 | WEDNESDAY, 5th August. | |
| "ATHENIAN" | 3,882 | WEDNESDAY, 12th August. | |
| "EMPRESS OF INDIA" | 6,000 | WEDNESDAY, 26th August. | |

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled. &c., apply to D. E. BROWN, General Agent, Pender's Street.

Hongkong, 13th March, 1903.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. | Freight and Passengers. |
|------------|-------------------------------------|----------------|-------------------------|
| STRASSBURG | HAVRE and HAMBURG. | 20th June. | Freight and Passengers. |
| Maden | (Calling at SINGAPORE and PENANG). | | |
| SUEVIA | HAVRE, BREMEN and HAMBURG. | 1st July. | Freight. |
| Borck | (Calling at SINGAPORE and COLOMBO). | | |
| NURNBERG | HAVRE and HAMBURG. | 15th July. | Freight. |
| Wurzberg | (Calling at SINGAPORE and PENANG). | | |
| Jaburg | HAVRE and HAMBURG. | 29th July. | Freight and Passengers. |
| v. Binzer | (Calling at SINGAPORE and COLOMBO). | | |
| BADENIA | HAVRE and HAMBURG. | 12th August. | Freight. |
| Rorden | (Calling at SINGAPORE and PENANG). | | |

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 5th June, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

| S.S. | "HONAM" | 2,363 tons | Captain H. D. Jones. |
|-----------|---------|------------------------|----------------------|
| "POWAN" | 2,338 | G. F. Morrison, R.M.R. | |
| "FATSHAN" | 2,280 | A. W. Dixon. | |
| "HANKOW" | 3,073 | C. V. Lloyd. | |
| "KINSHAN" | 2,860 | J. J. Lussus. | |

Departures from HONGKONG to CANTON daily at about 7 A.M., 10 A.M. and 6 P.M. except Saturdays at 7 A.M. and 10 A.M. and Sundays at 6 P.M. only.
Departures from CANTON to HONGKONG daily at about 8 A.M., 2 P.M. and 5.30 P.M. (Sundays excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

| S.S. | "HEUNGSHAN" | 1,998 tons | Captain W. E. Clarke. |
|---|--|--------------------|-----------------------|
| "LUNGSHAN" <td>2,219 tons <td>Captain T. Hamlin.</td> </td> | 2,219 tons <td>Captain T. Hamlin.</td> | Captain T. Hamlin. | |

Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday Do. from Macao to Hongkong daily at about 7.30 A.M. } excepted.

CANTON-MACAO LINE.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

| S.S. | "NANNING" | 569 tons | Captain R. D. Thomas. |
|---|-----------|------------|-----------------------|
| "SAINAM" <td>588</td> <td>B. Branch.</td> | 588 | B. Branch. | |

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trip take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 9th May, 1903.

Intimations.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. Net, \$5.00 per Cask ex Factory.
In Bags of 250 lbs. Net \$3.00 per Bag ex Factory.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 13th May, 1903.

WHAT IS



1st June, 1903.

BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS,
AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION REID HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
F. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES and REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1903.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.
Price \$5.50 per case of 48 bottles (quarts)
or 6 doz. pints.
Special Prices for Quantities.
Sole Agents—
SIEMSEN & CO.
Hongkong, 10th January, 1903.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS
AND WATCHMAKERS.
EASTMAN'S
KODAKS and FILMS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.
40, QUEEN'S ROAD,
Watson's Building.

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.
EYES
FLUID
AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 10th March, 1903.

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, and CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES,
Nos. 54 & 56, Queen's Road Central.

NOTICE.

A CURE FOR ASTHMA!!!
GRIMAULT'S
INDIAN CIGARETTES
Asthmatic people who suffer from Op-
pression in breathing, stifling sensations,
Hoarseness, and Loss of voice, Ner-
vous coughs, Laryngitis, Colds, with
Whooping, Bronchitis, Insomnia,
Catarrhal affections, and difficulty
in Expectoration, are promptly relieved
by these Cigarettes.
G. GRIMAULT & CO., Paris, Sold by all Chemists.

GRIMAULT'S
Matico Capsules
AND INJECTION

How often they claim prescribe Grimault's
Matico as the best remedy and at the same time
the most effective remedy in the treatment
of Asthma and its various complications.
And they have not the inconvenience of
drugs in the system.

MATIO INJECTION is used in recent
and chronic cases of Asthma.
MATIO CAPSULES is used in chronic cases
of Asthma.
GRIMAULT & Co., Paris, Sold by all Chemists.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 28.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

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THE HISTORY

Of impaired and lost eyesight, cataracts and other diseased conditions of the eyes is
generally associated with delay in getting first glasses, cheap spectacles, tramp spec, bung-
ling of incompetents and the indiscriminate wearing of others' discarded glasses.

ONLY ONE PAIR OF EYES

To last a life time. Keep them healthy and enjoy comfortable and perfect vision to
the greatest age by getting your glasses fitted by

N. LAZARUS,

OPHTHALMIC OPTICIAN.

OF LONDON AND CALCUTTA.

Consulting Room: No. 16, Queen's Road Central.

Entrance through Mr. R. Houghton's Tailoring Establishment, nearly opposite
Hongkong Hotel.

JUST RECEIVED SHIPMENT

H. J. HEINZ & CO'S

CELEBRATED

PICKLES AND PRESERVES AND THEIR OTHER

57

"GOOD THINGS"

KNOWN ALL THE WORLD OVER.
UNEQUALLED FOR TASTE AND QUALITY.

HEINZ'S SWEET PICKLES)
HEINZ'S APPLE BUTTER cannot be surpassed.
HEINZ'S BAKED BEANS)

TRY HEINZ'S AND YOU WILL HAVE NO OTHER.

CAN BE OBTAINED AT YOUR GROCERS.

DANG CHEE SON & CO.,

SOLE AGENTS, SOUTH CHINA

(Wholesale dealers only).

Hongkong, 4th May, 1903.

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HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 50.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[1339c

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that
the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT

GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE.

954c

MEE CHEUNG,

PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

IS now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICE
in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a specialty.
Hongkong, 22nd September, 1903.

THE HONGKONG STUDIO.

PHOTOGRAPHER, CRAYON PORTRAIT
PAINTER, Etc.

PHOTOGRAPHY in all its Branches.
Groups and Interiors a Specialty.
Large Selection of Views.

TOP STORIES, 41 and 43, QUEEN'S
ROAD, CENTRAL, Hongkong.

Hongkong, 20th December, 1902.

[1399d

AN AUDIENCE WITH THE EMPRESS DOWAGER.

THE WINTER PALACE OR FORBIDDEN CITY. I was very lucky in being allowed, on the 6th of May, to see all over the Winter Palace, which has been entirely shut to the public since the settlement after the siege. It is the most beautiful building or rather suite of buildings I have seen in China, and it is kept in very good order, everything being spotlessly clean.

What struck me most was the beauty of the curiously shaped roofs covered with blue and green and imperial yellow glazed tiles; the effect of these, in the bright sunlight, amongst embossing trees was quite lovely. Broad spaces separate the buildings, giving a feeling of stateliness and repose.

THE AUDIENCE.

The 12th of May was the day fixed for the Reception of the Legation ladies and we left Peking at nine o'clock in the morning, each lady being carried in an official chair with four bearers, and four extra bearers in reserve.

After being carried twelve miles on a very hot day, we were glad to arrive at the gates of the Summer Palace, where some of us were to have the honour of being presented for the first time to the Empress Dowager and Emperor. As ladies from all the Legations were present besides several ladies who were visiting Peking, and each lady was attended by at least two court officials, we made quite an imposing procession as we walked from the entrance of the Palace to the large building in which we were to make our bow, and be received. The approach to this building is through a large courtyard and up a long broad flight of white marble steps, and the building is twice as wide as it is deep. In the middle of the room is a very beautifully carved black-wood throne, about eight feet long and four feet wide, upholstered and draped with Imperial yellow brocade; and on this the Empress Dowager was seated. On the left of the throne and a little behind it was a beautifully carved arm chair also covered with yellow, on which the Emperor was sitting.

In front of the throne, which is raised from the floor, on a platform about three feet high, was a long black-wood table also beautifully carved, on which were several ornaments of jade and cloisonné. The platform was also covered with yellow silk and decorated with large pieces of cloisonné, such as storks, and large vases and so on.

Until we had all entered the room, and made our courtesies, as well as we could, (for we were so crowded that there was really very little room) their Majesties sat absolutely still without moving an eyelid; but when we had all come in, the Empress was helped down from the throne by her attendants, the Emperor following, and she spoke to all the ladies who had been presented on other occasions, and those who were strangers were presented to her.

As each presentation was made the Empress took the lady's hand, brought her two and held it while she made some polite remarks, or asked some questions.

The Empress Dowager is absolutely unlike all my preconceived ideas of her.

She is, I should say, very little over five feet in height, and does not look more than fifty. She carries herself well, and is very erect.

Her face is small and inclined to be square, with a small jaw, and receding chin, and rather a large mouth turned up at one side; her nose is rather Roman in shape, and her eyes are not particularly keen, or turned up at the corners as one would expect.

She was extremely gracious and kind in her manner, and spoke in a very agreeable low voice. She wore a long coat of pale brocade, and her hair was of course done in Manchu fashion.

The jewels she wore, which were chiefly pearls and jade, were very beautiful and some of them very large.

The Emperor stood rather in the background, and some of us were presented to him, when he shook hands, but we were not all presented as a matter of course.

He is somewhat small and slight, and looks like a boy of sixteen or eighteen, though I believe he is about thirty. His face is long, and his head big, and he did not give me the impression of unusual intelligence. His lower jaw is inclined to droop, and his mouth is generally open. He looks very amiable, and smiles constantly, but when his face is in repose he looks like a man who either has never had much character, or who has not recovered from some serious mental shock.

After being received we were all taken to another building, through several court-yards, and gardens, where lunch was laid out on two long tables. The Empress and Emperor had now disappeared for the time being, but an Imperial Prince, and several court ladies were present at lunch, which function lasted nearly two hours. Our spirit were kept up however by Yuan Shih-kai's band which really played very well indeed in the garden. After lunch we were taken to an adjoining room, where the Empress was standing, and she at once took us into the garden and gathered sprays of white roses with her own hands giving us each one. From there we went for quite a long walk through courtyards, and gardens, and corridors, the Empress leading the way, at a great pace, for she is very active, under a very large yellow sort of Chinese procession umbrella, till we came to a part of the grounds where stalls had been put up, and covered with all kinds of things which were evidently intended for presents.

Here a halt was called and Her Majesty presented us each with a piece of Peking cloisonné as a souvenir of the occasion.

After this we moved on again till the Empress seated herself in a large open summer-house, with the Emperor beside her and her Court ladies round her. Immediately behind her chair were the two Misses Yu Kung who are great favourites of her and who were dressed

in the height of the present Paris fashion. Their gowns were made of pale blue silk profusely embroidered and trimmed with real lace and tucked white chiffon. They wore large pale blue hats trimmed with white silk and white birds of paradise. A Court official soon appeared with a long Chinese pipe which he offered to her Majesty on bended knee and she had a smoke. We in the meantime all sat under the trees on garden seats and rocks and had tea à la Chinoise and talked and felt very hot. This scene to my mind was the most quaint and curious of the whole day. I may mention here that I was told by a Court lady that the Empress is much pleased with European dress and intends to adopt it for several of the maids of honour. She has also been much amused by the Misses Yu Kung's dancing and wishes them to teach the Princesses and other Court ladies to dance! After a short rest, we were taken on the lake, in an enormous boat, towed by a very large launch, and were soon landed on an island which we were invited to explore, and where light refreshments were again provided.

Hence we were taken to a building in another part of the grounds, where their Majesties had in the meantime arrived, and here we took our leave, the Empress holding each lady's hand as before, and the Emperor shaking hands. The Empress Dowager was now seated on a large divan, Turkish fashion, and the Emperor stood by her side. Although our Imperial hostess could not have been kinder, I am sure we were all glad when we found ourselves in our chairs, and still more glad when the twelve-mile journey was over, and we were again within the walls of Peking, where we arrived about seven o'clock. And as we entered the Legation and my eye caught the corner of wall which has been allowed to remain covered with the marks of Boxer shot and shell, and the words "Lest we forget" which Sir Claude MacDonald had written there, I shuddered; and then tried to think the best I could of the exalted Woman I had just seen.—N. C. D. Ayles.

Consignees.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.
FROM AMSTERDAM, ANTWERP,
LONDON AND STRAITS.

THE Steamship
"GLENLOCHY,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 15th inst. will be subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & CO.,
Agents.
Hongkong, 8th June, 1903. [69]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.
THE Company's Steamship

"INDRAWADI,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 15th instant, at 10 A.M., will be subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

JARDINE, MATHESON & Co.,
Agents.
Hongkong, 8th June, 1903. [68]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"DORIC,"
are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 15th instant will be subject to rent.
All Claims must be sent in to me on or before the 18th instant or they will not be recognised.

No Fire Insurance has been effected.
E. W. TILDEN,
Agent.
Hongkong, 8th June, 1903. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CEYLON,"
FROM AMSTERDAM, LONDON, PORT SAID,
SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M. TO-MORROW.
Goods not cleared by the 18th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 11th June, 1903. [6]

Intimations.

SANITARY BOARD.

OWNERS OF HOUSES situated in the Western Division of the City of Victoria who have not had their Premises LIME-WASHED and CLEANSED in accordance with Law, are reminded that the period during which the work should be FINISHED ends on the 30th day of JUNE, 1903, and the Sanitary Board, being convinced of the necessity of cleanliness in its efforts to stamp out Plague, is determined to rigorously prosecute any owner in default after the above named date.

By Order of the Board,
G. A. WOODCOCK,
Secretary.
Sanitary Board Room,
Hongkong, 1st June, 1903.

NOTE:—The Western Division of the City lies to the West of Morrison and East Streets.

VICTORIA RECREATION CLUB.

THE ANNUAL GENERAL MEETING will be held in the CLUB GYMNASIUM, Kowloon, on THURSDAY, the 18th instant, at 5.45 P.M.

FRANK W. WHITE,
Hon. Secretary.
Hongkong, 11th June, 1903. [600c]



GOVERNMENT NOTICE.

IT is hereby notified that the SALE of POSTAGE STAMPS at the STAMP OFFICE will be DISCONTINUED after the 30th instant.

All such STAMPS for REVENUE purposes can be obtained at the GENERAL POST OFFICE.
A. M. THOMSON,
Collector of Stamp Revenue.
Hongkong, 11th June, 1903. [693c]

THE ROBINSON PIANO Co., LTD.

END OF HIRING SEASON.

SECONDHAND Pianos to be Cleared

out at the underrated low prices.

GUARANTEED in excellent condition.

ORIGINAL PRICES \$450 to \$1,400.

WERNER \$400
NEEDHAM 380
DORNER 375
ROINSCH 400
SCHIEDMEYER 250
BORD 280
RACHALS (SEMI-GRAND) 700
H. & MULLER " " 350

and others of our own make at varying low prices.

Our Stock of SMALL INSTRUMENTS and MUSIC is also being sold at greatly reduced prices at this season preparatory to our fresh stocks coming to hand.

Hongkong, 22nd May, 1903. [415c]

WHAT IS

Kabuto
1st June, 1903. [650c]

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 26, Connaught Road Central.
Hongkong, 9th February, 1903 [26]

A RECOMMENDATION.

INTENDING Purchasers of CHINESE-MADE GOLD and SILVER WARES, IVORY and SANDALWOOD CARVINGS, and SILK-EMBROIDERY must not omit an opportunity of visiting the Premises of the

WA HING LOONG STORE

At No. 55, Queen's Road Central,
HONGKONG, CHINA.

There you will find all sorts of articles tastefully made by the best Chinese workmen and sold at the lowest prices; gold and silver wares 90 per cent. touch. One of their recent masterpieces, of art in silver tree with a flock of birds of different species on and in all conceivable perches. It is designed to be the miniature of a Chinese aviary. It is a work of art unsurpassed by any former make of its kind, and is exceedingly true to nature. It is indeed worth a visit.

Hongkong, 12th June, 1903.

WHOSE FAULT IS IT?

The world is full of disease and pain. Whose fault is it? Everybody's; therefore often the fault of the sufferers themselves. But the pressing question is,—what to do, how to relieve, how to cure. What would become of us if means were not found to destroy disease? Why, of the course, disease would destroy us and the world would be depopulated. Until we learn how to prevent disease, we must be thankful for the means of abating and curing it after it has seized upon us, and stands, like a savage with uplifted axe, ready to take our lives. Especially do we need some sure and speedy form of treatment for those complaints which are universal,—which arise in every country and climate, and ravage poor humanity at all seasons of the year. We allude to such ailments as Nervous and General Debility, Hysteria, Scrofula, Chronic Diarrhoea, Asthma, Throat and Lung Complaints, Blood Impurities, and the ills of women and children. For these

WAMPOLE'S PREPARATION

comes as near to being an actual specific as any medicine yet discovered. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. You may almost say that it is life itself embodied in a single article made by human hands. Dr. J. L. Carrick says: "I have had remarkable success with it in the treatment of Consumption, Chronic Bronchitis, Catarrh and Scrofulous Affections. It is of special value in nervous prostration and depraved nutrition. It stimulates the appetite and the digestion, promotes assimilation, and enters directly into the circulation with the food. I consider it a marvellous success in medicine." Every dose effective. "You cannot be disappointed in it." Sold by chemists here and throughout the world and A. S. Watson & Co., Limited.

THE NEW FRENCH REMEDY

TRADE THERAPIE MARK

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Jobert, Volp and others, cures all the diseases to be sought in a medicine of the kind, and surpasses everything hitherto

THERAPIE No. 1 is a rapidly acting remedy, often a few days only, removes all discharges from the urinary organs, cures all the diseases of the urinary tract, and all other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, impotence, and all the more trying complaints of this kind, it will be found a well-tried remedy, having been used for

THERAPIE No. 2 is a rapidly acting remedy, often a few days only, removes all discharges from the urinary organs, cures all the diseases of the urinary tract, and all other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, impotence, and all the more trying complaints of this kind, it will be found a well-tried remedy, having been used for

THERAPIE No. 3 is a rapidly acting remedy, often a few days only, removes all discharges from the urinary organs, cures all the diseases of the urinary tract, and all other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, impotence, and all the more trying complaints of this kind, it will be found a well-tried remedy, having been used for

THERAPIE is sold by the principal Chemists and all the leading druggists, and all the degrading consequences of early error, excess, residence in hot climates, and all the diseases of the urinary tract, and all the more trying complaints of this kind, it will be found a well-tried remedy, having been used for

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Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|---------------|--|---------------------------------|
| BOMBAY MARU | BOMBAY, VIA SINGAPORE and COLOMBO | TUESDAY, 16th June, at Noon. |
| T. Mura | VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KORE and YOKOHAMA | TUESDAY, 16th June, at 4 P.M. |
| SHINANO MARU | NAGASAKI, KOBE and YOKO | WEDNESDAY, 17th June, at Noon. |
| W. Thompson | HAMA | FRIDAY, 19th June, at Daylight. |
| YAWATA MARU | SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | FRIDAY, 19th June, at 4 P.M. |
| A. E. Moses | KOBE | THURSDAY, 25th June, at Noon. |
| SANUKI MARU | | |
| W. Townsend | | |
| KUMANO MARU | | |
| E. W. Haswell | | |
| KINSHU MARU | | |
| P. L. Pyne | | |

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

T. S. TAKAYANAGI,
Acting Manager.

Hongkong, 9th June, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, NATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 16th June, 1903, at 8 A.M., the Company's Steamship "OCEANIAN," Captain Guigues, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the S.S. "Australia," which vessel takes on her Passengers and Mails leaving that Port on the 28th June 1903. Direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on MONDAY, the 15th June, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on MONDAY.

Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, 2nd June, 1903. [1004c]

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA
SHANGHAI, INLAND SEA OF JAPAN,
KORE AND YOKOHAMA,
FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY
COMPANY.

| Steamers. | Tons. | Captains. | 1903. |
|-----------------------|-------|------------------|---------|
| <i>Olympia</i> | 2,837 | J. Truebridge... | June 24 |
| <i>Tramont</i> | 9,606 | T. W. Garlick... | June 30 |
| <i>Tacoma</i> | 2,812 | A. Dixon | July 6 |
| <i>Victoria</i> | 3,502 | J. Panten | Aug. 6 |

Entomations.

WATSON'S

HOUSEHOLD REMEDIES
FOR THE SUMMER.

PRICKLY HEAT LOTION

One of our most popular preparations,
which has stood the test of fifty
years. Cools the skin and removes
irritation at once.

RINGWORM REMEDY

(TONG PANG-CHONG)

An absolute specific for Ringworm and
Dhobi Itch.

HOUSEHOLD AMMONIA

Try it in your bath and you will feel all
the better for it. For cleansing silver-
ware, jewellery, and clothing, it is
without equal.

A. S. WATSON & Co.,

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

—FELLS' "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,

祥利廣

17A, QUEEN'S ROAD.

FURNITURE DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th July, 1903.

[728d

CARMICHAEL AND CLARKE,

CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS and CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.

A. I. Code.
Liebert's Standard Code.
TELEPHONE, 232.

Hongkong, 20th March, 1903.

[355e

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

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NOTICE.

All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to the Editor, 1, Lee House Road, and
should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed
to The Manager.

The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$13 per annum.

The rates per quarter and per month, proportionally.
The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.50 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per copy; Weekly, twenty-five
cents.

BIRTH.

On the 13th June, at "Tor Crest," Peak, the
wife of A. G. GORDON, of a son. [695d

DEATH.

June 12th, at 52, Morrison Hill Road, Victoria,
Hongkong, GEORGE ROMAS, the dearly
beloved and only child of Romas and Hetty
Bennett. Aged 3 months.

Mr. and Mrs. Bennett desire to return sincere
thanks for the kind sympathy shown them
their sad bereavement. [695d

The Hongkong Telegraph

HONGKONG, SATURDAY, JUNE 13, 1903.

EMPLOYERS AND SERVANTS.

The decision of the Police Magistrate in
the first case brought before the Court under
the Ordinance relating to employers and
servants appears to raise some doubts in
the public mind as to the correct interpretation
of the law which was enacted in order to
obtain remedy for the annoyances of
frustrated Chinese servants in the employ-
ment of foreigners. The case of Messrs.
Wm. Powell, Ltd., against the Chinese tailor,
Ng Kai, retained in their service, to which
the recent decision relates, is, briefly
put, as follows. The plaintiff firm em-
ployed the defendant under a written agree-
ment dated the 22nd October last to perform,
by himself and other workmen to be
engaged by him, certain work for specific
monthly salaries upon an incremental half
yearly and yearly scale, and he further
agreed not to leave the employ of the said
firm. On the allegation of the firm's manager
the defendant was summoned for disobeying
orders and generally for breach of the specific
terms of the contract into which he had
entered. Counsel, on behalf of the defend-
ant, submitted that there was no "contract
of service," as defined by the meaning
of the said Ordinance. Mr. Slade also sub-
mitted a second point, that, inasmuch as the
provisions of Section 7 have not been com-
plied with, the case does not come within
the Ordinance. The Magistrate upheld the
opinion that there was no "contract of ser-
vice" to work personally for the firm, the
defendant's position being that of a person
who supplies labour, and there was no sug-
gestion in the agreement that he should
enter the firm. In the light of that inter-
pretation of the term "contract of service,"
he dismissed the summons and did not
consider the second preliminary point raised
by Mr. Slade on behalf of his client as to
the non-compliance with the provisions of
section 7 by the complainants. Regarding
the latter issue there could be no doubt
that Messrs. Powell's action could not be
sustained. The contract was executed by
the parties in October and the Ordinance
was brought into operation on the 17th
December. Section 23 provides for existing
contracts which though in force shall never-
theless be subject to the provisions of the
Ordinance. There is no question that sec-
tion 7, prescribing the manner in which a
contract shall be executed, has not been com-
plied with. It is clear, therefore, that tech-
nically speaking, the action in question does
not constitute a case of which the Magis-
trate could take any cognizance under the
Ordinance. The preliminary provision of which
to establish a binding contract has not been
carried into effect. So far it must be ad-
mitted that the failure to obtain the defend-
ant's fulfilment of the contract is due to no
defect in the law, but to an evident miscon-
ception of the validity of the agreement
under which Ng Kai had been performing
certain services for his employers, Messrs.
Powell, Ltd. Had the Magistrate taken this
view and dismissed the summons, no com-
ment on the judgment would, in our opinion,
have been necessary. He, however, dis-
missed the case on the ground that *prima
facie* no "contract of service" as defined by
Ordinance No. 45 of 1902 had been entered
into between the parties. The definition of
the term is read to mean "any contract,
whether in writing or verbal, to work person-
ally for any period of time." The Magis-
trate held that Ng Kai was in the position
of a supplier of labour only and was not,
consequently, under "contract of service."
The clause in the agreement "I will not leave
the employ of the said William Powell, Limited,"
read with the preceding undertaking on
the part of the defendant for "making up of ar-

ments by himself, &c." would seem to
imply that he actually held employment
under Messrs. Powell. The inclusion
of the scale of wages upon an incremental
basis, moreover, should remove any doubt
as to Ng Kai's position in relation to
the firm. The second point in the
Magistrate's decision is also open to question.
It hangs round the definition of the word
"servant." "Assuming for the purpose of
argument that the position of the defendant
is that of a 'tailor,' I am of opinion," the
Magistrate remarked, "that he could not be
included in the general words 'or other
handicraftsman,' as these words are in my
opinion *quidam generis* to the special words
'mechanic' and 'artificer.' Where it
appears that the class which it is sought to
bring within an Act was known to the
Legislature at the time the Act was passed,
and that class is omitted, it must be sup-
posed to have been omitted intentionally." It
is impossible to suppose that so numerous
and extensive a class as 'tailors' would be
referred to under general words if it was
meant to be included. The intention of the
Legislature was to protect foreign employers
from the vexatious practices of Chinese em-
ployees generally. This is sufficiently evi-
denced in the letter from the Secretary of the
Chamber of Commerce in remitting the Bill
to the Attorney General with proposed amend-
ments. After enumerating the employees
that should be brought under the provisions
of the Ordinance, to complete the compre-
hensiveness of the definition they proposed
the addition of the term "and all other
employees in receipt of monthly wages." This
was substituted by "who enters into a
contract of service with an employer." In
the Bill as passed into law. It will have
been seen that in the light of our reading of
the context of the Ordinance the defendant
was actually under "contract of service," and
therefore was a "servant," within the meaning
of the Act. If, however, the present case is
to be taken as establishing a precedent, the
restricted interpretation demands prompt
amendment of the law, lest a measure
directed at effecting a remedy for the
evils generally admitted to be vexatious to
foreign employers of labour should be
robbed of much of the effectiveness of the
Ordinance relating to servants in the Colony.

THE SERBIAN MASSACRE.

In our issue of Tuesday last we printed a
New York cable stating that the whole
Kingdom of Serbia has been aroused to an
unwonted state of excitement through the
rumour that a systematic attempt was being made to
poison her Majesty through inserting poison-
ous stuffs in the food that was prepared for
her table, and that the Royal cook was the
guilty party, and when he learned of his
plot, and fearing the ultimate consequences
to himself, he immediately committed
suicide. The paragraph concluded with the
following ominous lines, "It is not believed
that the cook was the prime mover in the
affair but that it was at the instigation of
higher powers who were afraid of the grow-
ing popularity of the Queen." Three days
later Reuter cables that the King and Queen
of Serbia, the Queen's mother and two sis-
ters, the King's aide-de-camp, one general,
the Premier, two ministers and twelve of the
palace guards have been shot dead by troops
in the Imperial residence. Such a whole-
scale massacre of nobility has not happened
since the days of the French Revolution,
and Europe, as indeed the whole
world, is horror-stricken at this ghastly
crime. It is well known that for years
past the countries of South-Eastern Europe
have been in a state of discontent, and po-
litical outbreaks are constantly marking the
annals of their history. Only a few weeks
ago all Europe was astounded on hearing
that King Alexander, following in the lines
of the Serbian royal family, had suddenly
promulgated a decree blotting out the con-
stitution of his country that had then existed
for two consecutive years. He immediately
promulgated a new decree restoring the con-
stitution. His objections to the old order of
affairs were because an uncensored press was
tolerated by it; the secret ballot enacted under
it led to the election of radicals; and, Queen
Draga did not like it. At the time the
Pester Lloyd (Budapest) observed that "It
may be doubted if the proclamation of a
new constitution can be to the best interest
of Serbia. It seems, on the contrary, as if
the measure—apart from its lack of legal
sanction—must prove a shock to the public
conscience and lead to new party struggles."
A writer in the *London Daily News*, said:—
"Some of us have long expected what has
now happened. King Alexander I. is an
uncompromising young autocrat. Parliament,
constitution, national wishes—all count for
naught when weighed against his will. He
was a mere boy when his father—in conse-
quence, some persons believe, of hypnotic in-
fluence—abdicated. Later there came the time
when his Majesty was to have wedded a Ser-
bian princess—a splendid match for Serbia,
and one in which two emperors and an em-
press were interesting themselves. But the
wild younger insisted upon marrying the
widow of a commoner, thereby alienating the
friendship of all the courts of Europe. There
was also the incident of the young King in-
structing the army to shoot his father should he

return to Serbia. The abdicated King pleaded
with his sons for reconciliation, but pleaded in
vain. Then came a pathetic sequel, the father
dying, and, as many persons believe, dying of
a broken heart. The visit to the parental tomb,
to insure recognition at the Austrian court, is
matter of recent history. And now we have this
latest act of youthful majesty—the constitution
temporarily suspended, and a people's free-
dom obliterated. It all has a very ugly look."
Such were some of the troubles of
the dead Serbian royal couple, added
to which was the question of veracity
in connection with a recent revolutionary
attempt alleged to be in the interest
of Prince Karageorgevitch, the pretender to
the Serbian throne. The question of the
rightful succession to this throne is a matter
of some speculation as the late Queen died
without issue. Prince Mirko, son of Prince
Nicholas of Montenegro, and brother of the
Queen of Italy was some time ago officially
designated as the heir, and, in the event of
his succession, an important advance towards
the realisation of a greater Serbia, or the
union under one sovereign of the different
branches of the Serbian race would be
constituted.

LOCAL AND GENERAL.

A FIRM in Odessa wish to get into touch with
dealers of Manila hemp.

THERE will be no band performance on Mon-
day next, the 15th inst.

THE German mail of the 13th May was deliv-
ered in London on the 11th inst.

AN article entitled "An audience with the
Empress Dowager," is printed on the third
page.

DELITCHOFF, the Bulgarian leader who cap-
tured Ellen Stone, the American missionary,
has been killed.

We shall have a Souvenir Day soon, but you
will have to pay us a personal visit as no chits
will go. LeMunyon.—*Adv.*

"MARSHAL" Su Yuan-chun of Kwangsi is
expected at Shanghai by an early China Mer-
chant's steamer *en route* to Peking.

H.E. THE Governor has accepted the resigna-
tion by Lieut. G. Wheeler of his commission
as lieutenant in the Hongkong Volunteer Corps.

THE warehouse of Messrs. Yachauski & Co.,
Manila, which was stored with sugar, was
ablaze on Tuesday, and damage to the extent
of \$50,000 Mex. was caused. The premises
were fully insured.

Now look out for LeMunyon's new store adv.
It is a beauty.—*Adv.*

THE Elaterite Roofing Co. of San Francisco
has sold a quantity of its special elaterite floor-
ing material for use in warehouses on the
Hongkong waterfront. The flooring is par-
ticularly made for damp localities.

A SYNDICATE of American millionaires has
been formed to build an American railroad in
Cuba. The syndicate has already been granted
certain concessions and the work will be
pushed rapidly forward to completion.

GARDEN Lot, No. 21, near the Union Church in
Kennedy Road will be sold by public auction at
the offices of the P. W. D. on Monday, 29th inst.
The lot comprises 5,000 square feet, the annual
crown rent is \$12, and the upset price \$250.

Four floors freshly painted and tinted and in
first class condition to rent. Inquire at C. E.
LeMunyon, New Store, 31, Des Vaux Road.
P. O. Box 368.—*Adv.*

TIENSIN like Shanghai and Hongkong is
beginning to revolt against the heavy exactions
of the Fire Insurance Companies and espe-
cially the tone of dictation of the home offices,
and is discussing starting a local company of its
own.

QUARANTINE restrictions are in force at
Shanghai and Manila, and sanitary measures
are adopted against Hongkong at Manila,
Netherlands India, Singapore, Rangoon,
Shanghai, Siam, Indo-China, Labuan and
British North Borneo.

Work is about to be begun on the opening of
the Iloilo harbour. The river mouth forming
the harbour is to be dredged and the channel
widened and deepened. At the present time
the river channel is so filled with drift and
deposit that it is almost impossible for the
large vessels to pass.

THE German Government is making a new
experiment by introducing Chinese labour to
Samoa. The first batch of three hundred
coolies has landed in Apia, having sailed direct
from Swatow. Should the experiment succeed
these will be followed by others until the
demand for Chinese labour in Samoa and the
neighbourhood is supplied.

Don't forget the chits for they will not go
LeMunyon.—*Adv.*

DURING the month ended 30th April, 650
deaths were registered in the Colony, 28 being
among the European and foreign community,
and 622 among Chinese. Of these, 118 were
attributed to chest affections, 22 to bowel com-
plaints, 297 to fevers, 24 to malaria, 43 to
infantile convulsive disease, and 146 to other
causes. The death rate per 1,000, British
and foreign community, civil population,
was 27.4, and among the British, foreign,
and Chinese, excluding Army and Navy, 24.4
per 1,000.

LeMunyon will have another grand opening
Day and a Souvenir day as well; watch the date.
—*Adv.*

READERS are reminded of the festival at Macao
to-morrow. The *Wing Chai* will leave her
wharf, opposite the Central Market, at 8.30
a.m. and will return at 10 p.m.

At a meeting of Governor Wright and Manila
business men it was stated that order to the
amount of \$200,000 would soon be placed with
local merchants, who agreed on 10% profits.

THE Russian battleship *Pobeda*, of 12,674 tons,
Capt. Zlatarski, arrived in port this morning
and took up her position in the admiralty an-
chorage where she fired the usual salute. She
left Sabang, Pulo Wey, on the 3rd inst.

COMMENCING some time this month, the
steamers of the N. Y. K. European Line will be
berthed in London at the Royal Albert
Docks, instead of the Tilbury Dock as hereto-
fore. The new arrangement is much more
convenient than the old one, so far as cargo is
concerned, and will no doubt be welcomed by
shippers at both ends.

MUCH indignation is felt in Penang over the
treatment accorded to the body of Mr. G. H.
Cockram, chief officer of the *Salmunna*, who
was drowned in the Harbour on the 30th ult.
The body was recovered and left on the beach
in the hot sun, covered by a tarpaulin for six
hours, the body being then put into a coffin
before the gaze of a curious crowd of natives.

THE St. Louis Exposition Board at Manila is
preparing to make a shipment of 500 tons of
exhibits within a short time. The exhibits are
now being packed and arrangements are being
made to send them forward by one of the
transports. It was originally planned to send
them to New York on the *Summer* but the
delay in despatching that vessel and the fact
that there is more government cargo booked
for her than she can possibly carry may lead
to the exhibits being routed by way of San
Francisco.

THE cause of "Reform" China at the moment
is suffering somewhat from a set-back, and
many former sympathisers are more or less dis-
gusted at the utter humbug of such individuals
as Kang Yu-wei, Liang Chih-chao, and Sen
Yai-sen and their enthusiastic but misguided
visionary advisers on the missionary societies
who do not seem to see that Kang and his
associates are simply making money out of a
movement which they watch from a safe dis-
tance, while leaving their wretched dupes (like
the converts when times of trouble come and
the shepherds discreetly seek some safe and
distant fold) to bear the brunt of the storm in
Kwangtung and Kwangsi. But the young
men in Shanghai around whom the reactionary
party are striving to draw the net, belong to a
very different category. They are now not
violent or armed revolutionists but respectable,
sensible men who only indulge in proper
methods of expressing their condemnation of
the obvious faults of their rulers, and they must
be protected at all costs.—*China Gazette.*

THE CANTON VICEROY.

A Wuchang telegram to the *N. G. D. News*
states that, owing to the seriousness of the
crisis in the South, H.E. Viceroy Tsén, of the
Two Kwang provinces, will not be able to call
at Shanghai *en route*. His Excellency is ac-
companied by his bodyguard of two battalions
of Kwangsi troops—his fellow provincials—and
upon arrival at Chinkiang will be met by the
China Merchants' steamer *Toonan*, which will
carry the Viceroy and his staff straight down to
Canton. H.E.'s bodyguard will be carried
down South at the same time by three cruisers
of the Nanyang squadron. In our issue last
evening we reported the arrival of the *Toonan*
at Canton. Our correspondent referred to the
presence of troops aboard, but made no men-
tion of the Viceroy, although on Thursday he
wired that H.E. was expected in the city that
day.

THE DISTURBANCES IN LINGANFU.

It was rumoured in Peking at the beginning
of last week, says the *N. G. D. News*, that the
French Minister had sent an ultimatum to the
Chinese Government demanding the res-
toration of order in Lingansu, Yunnan, within
ten days commencing with the 28th of May
and ending the 5th instant, failing which
French troops would be sent into Yunnan to
do the job. Two days after this the Waiwup
sent a circular note to the Ministers of the
various Powers informing them that news had
been received from Yunnan that Lingansu had
been retaken by the Imperial troops and order
restored throughout the province.

NEW YORK ORIENTAL DOCKS.

ADDITIONAL PIER FACILITIES.

In connection with State measures affecting
docking interests at New York, petitions have
been presented signed by miscellaneous Oriental
interests at that port, including bankers, im-
porters and exporters, shipowners, for addi-
tional pier facilities, that the China, Japan,
Philippines and other Eastern fleets can dis-
charge in the same locality as for 100 years
past. The fear is expressed, says the *American
Atlantic*, that the closing of the few remaining
open piers on the East River side of Manhattan
will put the Oriental fleet under extortionate
charges of private docks and force it to other
maritime cities which are now "stretching out
their arms, only too eagerly, to welcome the
commerce that New York is slowly but surely
driving away."

LOSSES FROM INSUFFICIENTLY- BALLASTED STEAMSHIPS.

Discussing at the Institution of Naval
Architects the losses daily arising from in-
sufficiently-ballasted steamships, Professor
Biles said that the subject might be divided
into two parts—one, the necessity for legisla-
tion; and the other, the structural additions
needed to vessels. It was the first considera-
tion which probably excited most public
attention; but interfering legislation was not
desirable as a general principle, and the
necessity for it was only present when danger
of loss of life or serious loss of property arose.
Statistics showed that the instances in which
there was loss of life from lack of ballast were
so few that no case was made out for legisla-
tion on that ground. Suppose, however, that
legislation were needed, would it be practi-
cable to ballast steamers so that they might be
safe for all purposes? Naval architects would
be ready enough to introduce a new principle
if it would make present ship obsolete,
and so create a demand for new vessels. With
regard to structural difficulties, they were so
numerous that the matter might better be left
to the shipowners and shipbuilders to settle,
under the constant supervision of Lloyd's and
other registration societies. Legislation on
technical matters was often accompanied by
new dangers; for instance, loose water ballast
might cause more danger than the absence of
water, and even deeper freeboard might become
a danger induced by legislation. As an illus-
tration, he mentioned the case of the vessel that
had been lost; it had sufficient freeboard to
satisfy the demands of the law twice over, but
still it turned over. The freeboard allowed
was 7 inches on a vessel 13 feet 6 inches
wide. Taking the structural side of the
question, if water ballast were necessary, then
the ideal method would be that the water-
ballast space should be used for cargo. Water
ballast in double bottoms was more or less of
a makeshift, and if more water ballast were
needed, all present vessels should be recon-
structed. For the safety of the ship, the middle-
line bulkhead should be water-tight. Another
method of reducing risk from free water was
that of fitting transverse bulkheads which
would cut the body of water up into smaller
ports. There had been cases in which the
water-ballast tanks had not been divided, being
open from end to end, with disastrous results.
—*Engineering.*

SUGAR IMPORTS.

As to the decline in the imports of foreign
sugar, it should be noted that it is temporary
only. There is a large stock in the country
besides an abnormal tonnage which is awaiting
export by the continental railroads. It remains
to be seen whether it will flood the country by
September next when the Resolution of the
Brussels Conference of last year comes into
operation. It may be that the Indian Govern-
ment, to further justify what it calls its
solicitude for the indigenous sugar industry—
an hypocritical solicitude only, as we have
pointed out time out of number—may scrow
up the countervailing duty and thus give a
further fillip to the Mauritius sugar-planters.
But even then we do not see how it can
check the greater imports of the foreign
sugar which has already cheapened price and
is destined still more to do so in obedience;
not to artificial legislation, but to the laws of
nature which know no fronts like those of our
terrestrial providences. Mauritius, despite all
the open support it has received from the
Colonial Minister and the Government of India,
is yet behind its imports of 1900-1. And as to
indigenous industry being further protected,
they may as well protect indigenous cloth by
prohibiting all Manchester fabrics. There is
no native sugar industry worth competing with
the foreign, says an Indian exchange, albeit we
know that there are the new fangled Behar and
Cawnpur factories with British capital and
under British management. These are no
help to the country. They further assist the
annual operation of the drain of its wealth and
all that remains in it is the amount of wages
earned by the coolies employed in the two
factories.

THE PLAGUE.

During the twenty-four hours ended at noon
to-day 10 further cases of bubonic plague,
making, according to the official return, 1,170
since January 1st, were reported. Of these
one Indian and five Chinese cases were fatal.
A European case, Mr. A. J. Mackie, aged 23,
is reported from 5, Caine Road.

SHIPPING AND MAILS.

MAILS DUE.
German (*Preussen*) to-morrow.
French (*Ernest Simons*) to-morrow.
Indian (*Sutong*) 16th inst.
Canadian (*Empress of India*) 16th inst.
American (*Siberia*) 20th inst.
Australian (*Talyuan*) 22nd inst.
American (*Captair*) 1st prox.
Canadian (*Tartar*) 1st prox.

The C. & M. Co.'s s.s. *Rubi* left Manila 13th
inst., a.m., and is due here 15th inst., at noon.

The C. P. R. s.s. *Empress of China* left
Yokohama p.m., 12th inst., for Victoria and
Vancouver.

The Silk ex C. P. R. Co.'s *Empress of Japan*
which left Hongkong 13th ult., arrived at her
destination New York 12th inst.

The N. Y. K. s.s. *Yawala Maru* (Australian
Line) left Manila for this port 13th inst., and is
expected to arrive here 15th inst.

The C. P. R. s.s. *Empress of India* arrived
at Shanghai at 1 a.m., 13th inst., and leaves
again at 9 p.m., same day for Hongkong where
she is due at 9 a.m., 16th inst.

Shipping.

| Arrivals. | Departures. |
|---|---|
| Sungking, Br. s.s., 1021, Outerbridge, 13th June, Manila 10th June, Hemp, B. & S. Oania, Br. s.s., 4867, Bartlett, 13th June, Kobe 7th June, Gen. B. & S. | Verona, Ger. s.s., 3035, Spensen, 13th June, Kutchinotzu 7th June, Coals, M. B. K. Benvenue, Br. s.s., 1475, Webster, 13th June, London 26th Apr., and Singapore 7th June, Gen. G. L. & Co. |
| Stuttgart, Ger. s.s., 3909, Grosch, 13th June, Fanchow 11th June, Mails and Gen. M. & Co. | Pohoda, Russian battleship, 12 674, Zataczewski, 13th June, Saling, Pulo Wey, 3d June. |
| Yachow, Br. s.s., 1366, Brown, 13th June, Canton 12th June, Gen. B. & S. | Chihli, Br. s.s., 1145, McKay, 13th June, Canton 12th June, Gen. B. & S. |
| Seistad, Nor. s.s., 617, Larsen, 13th June, Hongay 11th June, Coals, C. & Co. | Mira Chula Chom Kiao, Ger. s.s., 1598, Bohn, 13th June, Bangkok and Koh-si-chang 7th June, Rice, B. & S. |
| Lycemoon, Ger. s.s., 1238, Lehmann, 13th June, Shanghai 10th June, Gen. B. & S. | Dagmar, Nor. s.s., 383, Salvesen, 13th June, 6th June, Gen. E. A. T. Co. |
| Olympia, Am. s.s., 2837, Turbridge, 13th June, Tacoma via Ports 16th May, Gen. D. & Co., Ltd. | |

Clearances at the Harbour Office.

| San Cheong, for Canton. | Changshu, for Wuchow. |
|-------------------------|------------------------|
| Hai He, for Canton. | Mingchi, for Bangkok. |
| Wu-tung, for Shanghai. | Karin, for Cheloo. |
| Hongkong for Hoihow. | Chungking, for Macao. |
| Kwangchow, for Canton. | Changking, for Canton. |
| Thaler, for Swatow. | Hansa, for Katsau. |
| Indrauma, for Keelung. | Rosalia, for Nagasaki. |
| Wingchui, for Macao. | Hai He, for Canton. |
| Lycemoon, for Canton. | Sihing, for Swatow. |
| Amoy, for Swatow. | Tayo, for Hainan. |

Departures.

June 13.
Sado Maru, for Singapore.
Zafra, for Manila.
Mongkut, for Bangkok.
Huron, for Mayaguez.
Runko Maru, for Canton.
Priglav, for Canton.
Stutt-art, for Ema e.
Tiensten, for Shanghai.
Yochow, for Kooloon.
Thalre, for Swatow.
Wooneng, for Shanghai.
Tonoon, for Shanghai.
Rosija, for Vladiv stock
Ceylon, for Shanghai.

Passengers arrived.

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| Per <i>Sungking</i> , from Manila: Messrs. Philip De King, F. W. London, Miss Mary P. Kneff, Mrs. E. McCallan, Chu Chak Ling, L. M. Jacobs, A. Millon, Mr. and Mrs. J. Moser, Mrs. Cameron, Messrs. A. W. Butler, J. J. Reynolds, D. C. Allen, W. S. Sabar, John Haulman, Miss Cecilia Remedios, and 13 Chinese. |
| Per <i>Olympia</i> , from Tacoma, &c.—Mr. T. Skinner, and 7 Chinese. |

Passengers departed.

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| Per <i>Sado Maru</i> , for Hongkong for London &c.—Mrs. Jonas & 2 children, Mrs. Wm. Hick, Mrs. Rigden and three children, Mrs. Middleton, Miss Middleton, (2), and Master Middleton, Miss Higginson, Dr. Aiso, Master Ambrose, Capt. Gillon, Messrs. E. Hobden, Wm. Drummold, J. J. Figueiredo, Saunders, Nishiyama, Nakai, S. Masuda, Y. Mitsui, Izaki, I. A. M. Casti, Valentine Henson, Tsumoto, Nakata, and Higginson. |
| Per <i>Zafra</i> , for Manila: Mr. M. Velasco, Mrs. M. C. Velasco, Miss Concepcion Velasco, Miss Camilla Velasco, Mr. and Mrs. E. P. Lovola, Masters Pacifico, R. Loyola, Mr. R. Loyola, John Loyola, Antonio Loyola, Mr. M. R. Loyola, Mr. Rafael Perez, Mrs. Josefa Santiago, Mr. Basil Taylor, Mr. C. S. Moody, Mr. and Mrs. M. P. Samson, Miss Lottie Samson, Messrs. T. C. Gray, J. Walker, G. B. Hedges, C. F. Luman, W. F. McLaughlin, R. G. Hain, Jose C. Joven, Tomas Pinos, W. F. Koane, N. W. Cameron, Antonio Corderio, F. F. Jewell, G. N. Lamb, H. Ross, Pence, Misses Levy P. Nel on Crocker, S. C. Knight, G. C. Knight, Selcombe and Charles Seabury. |
| Per <i>Amoy</i> , for Hainan, &c.—Mr. and Mrs. Alexander, for Hainan, &c.—Mr. and Mrs. Amos, Mr. Anders, Mr. B. Brown and family, Messrs. Dick, J. Engelbrecht, Mr. G. Galestin, Miss Mary Galestin, Mr. Gulajef, Capt. Lieut. Leydel, Mr. M. Hansen, Mr. C. Henry and family, Messrs. John Hewat, Heye, Dr. Kochenburger, Mr. and Mrs. Lempiere, Mr. H. E. Levert, Dr. Lambert, Messrs. Lecharlier, Claude Leylum, Leo Maskanen, J. L. Manthel, Pastor John Omelvena, Prof. D. F. Omori, Pictor Hubert Rolf, Walter Schoon, F. Toski, O. F. Vollhardt, Avo Westenhof, Harold E. Wall, and Miss H. Wilkinson. |

Shipping Reports.

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| Str. <i>Sungking</i> from Manila:—Fine weather throughout. |
| Str. <i>Stuttgart</i> from Shanghai to Fanchow:—Mostly dense fog, and from Fanchow nice clear weather. |
| Str. <i>Mira Chula Chom Kiao</i> from Kohsi-chang:—Fine weather, smooth sea throughout. |
| Str. <i>Verona</i> from Kuchinotzu:—Down Turnabout, light S. and S.W. winds with moderate sea and sometimes rain, from there to Lamock Island strong S.W. gale monsoon, thence fine weather, light S.W. winds till port. |

Hongkong & Whampoa Dock Returns.

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| Tayabas, from Kowloon Dock. | Tai-chong, " " |
| Dharwar, " " | Chavering, " " |
| Montana, " " | Canton River, " " |
| San Joaquin, " " | Pierre Antoine, " " |
| Pisanulok, " " | Cosmopolitan, " " |

Ships Passed The Canal.

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| Outward—8th May— <i>Badenia</i> , 12th May— <i>Benvenue</i> , 16th May— <i>Ernest Simons</i> , 19th May— <i>Dunbar</i> , 22nd May— <i>Prometheus</i> , 25th May— <i>Sanuki Maru</i> , 27th May— <i>Wurzburg</i> , 29th May— <i>Vienna</i> , 31st May— <i>Dania</i> , 3rd June— <i>Marquis Mercator</i> , 5th June— <i>Hakai Maru</i> , 7th June— <i>Boulanger</i> , 9th June— <i>Boulanger</i> , 11th June— <i>Khafif</i> , 13th June— <i>Sambis</i> , 15th June— <i>Adana</i> , 17th June. |
| Homeward—30th May— <i>Scipio</i> , 2nd June— <i>Scipio</i> , 4th June— <i>Bayern</i> , 6th June— <i>Yarra</i> , 8th June— <i>Yarra</i> , 10th June— <i>Nippon</i> , 12th June— <i>Ernstberg</i> , 14th June— <i>Ernstberg</i> , 16th June— <i>Ernstberg</i> , 18th June— <i>Ernstberg</i> , 20th June— <i>Ernstberg</i> , 22nd June— <i>Ernstberg</i> , 24th June— <i>Ernstberg</i> , 26th June— <i>Ernstberg</i> , 28th June— <i>Ernstberg</i> , 30th June— <i>Ernstberg</i> , 2nd July— <i>Ernstberg</i> , 4th July— <i>Ernstberg</i> , 6th July— <i>Ernstberg</i> , 8th July— <i>Ernstberg</i> , 10th July— <i>Ernstberg</i> , 12th July— <i>Ernstberg</i> , 14th July— <i>Ernstberg</i> , 16th July— <i>Ernstberg</i> , 18th July— <i>Ernstberg</i> , 20th July— <i>Ernstberg</i> , 22nd July— <i>Ernstberg</i> , 24th July— <i>Ernstberg</i> , 26th July— <i>Ernstberg</i> , 28th July— <i>Ernstberg</i> , 30th July— <i>Ernstberg</i> , 2nd August— <i>Ernstberg</i> , 4th August— <i>Ernstberg</i> , 6th August— 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